

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

DIVISION OF STATEWIDE PLANNING

COPY

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June 6, 2000

Mr. Bill Abbott
Port Director/Harbormaster
City of Homer
4350 Homer Spit Road
Homer, AK 99603

Re: Technical Memorandum, March 2000, Southwest Alaska Transportation Plan
Regional Freight Movement Summary

Dear Mr. Abbott:

Thank you for your letter of April 11 to Stephanie MacLachlan. In it you provided several comments concerning the Southwest Alaska (SW) Transportation Plan "Freight Impact Analysis of Potential Alaska Peninsula Roadway Segments and Regional Freight Movement Summary" technical memorandum. Your input is very much appreciated. I will try to address your points briefly here.

• Cook Inlet to Bristol Bay Corridor, economic feasibility of Cook Inlet ferry service in conjunction with road - We agree ferry service should not be considered an integral part of this link. All indications are that this will be predominately a freight movement corridor. However we do feel that a study of port location options in the vicinity of Williamsport with Alaska Marine Highway System (AMHS) vessel compatibility as a consideration is appropriate. An updated U.S. Army Corps of Engineers (COE) study could address this issue separate from the SW Transportation Plan.

● Gillnet vessel cost estimate (Table ES-2) low - Thank you for this information. We will adjust our estimate accordingly.

* Consideration of TOTE's "Far East" service, and standard container sizes - Thank you for this information. We are following up with TOTE to get a better handle on their plans for this service, and will adjust the statement in the bullet on page 8 accordingly.


● Williamsport dredging - We have reviewed the December 1995 COE study of navigational improvements to Williamsport. In our opinion, this study fell short by not

considering for evaluation the alternative of extending the existing road to Diamond Point and adding a dock there, which would allow for shallow draft craft unloading at considerably greater frequency than is possible with a dredged channel/dock arrangement at Williamsport. We are in communication with COE officials and are hopeful that we can have this option evaluated in an update to the Williamsport navigational improvement study.

- Potential bridge at Naknek and Naknek City Dock - Thank you for this information. There is currently very strong community support from the Bristol Bay Borough, tribal governments and Native corporations for spanning the river with a bridge. We could likely address the concern about vertical clearance for stacked containers by preliminary siting of the bridge upstream of the city dock. The costs of operating and maintaining a ferry service or drawbridge would be prohibitively high from the State's perspective.

If you have additional comments or questions please feel free to contact me via letter, email (eric_taylor@dot.state.ak.us), toll free phone 1-888-PLANDOT or toll-free fax 1-888-PLANFAX. We have added your letter and this response to our SW Transportation Plan Correspondence Reading Room on the internet at the following URL:
http://www.dot.state.ak.us/external/state_wide/planning/swcorr/swcorr.html
Thanks again for your interest.

Sincerely,



Eric Taylor
Area Plans